

Today's Advertisements.

IN THE MATTER OF ORDINANCE NO. 2 OF 1897.

AND
IN THE MATTER OF THE PETITION OF GOTTFRIED RICKHOFF, MACHINE MANUFACTURER, AND PETER ERNST THEODOR JUHL, MACHINE CONSTRUCTORS, BOTH OF 97 VESTERBROGDE, COPENHAGEN, DENMARK, FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG, OF AN INVENTION FOR "IMPROVEMENTS IN MACHINES FOR PAINTING CYLINDRICAL OBJECTS," FOR WHICH HER MAJESTY'S LETTERS PATENT WERE ON THE 21ST DAY OF DECEMBER 1896 GRANTED TO THE SAID GOTTFRIED RICKHOFF AND PETER ERNST THEODOR JUHL.

NOTICE is hereby given that the Petition, Specification, and Declaration required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said GOTTFRIED RICKHOFF and PETER ERNST THEODOR JUHL, by MATTHEW JOHN DENHAM STEPHENS their duly authorized Agent and Attorney, to apply at the Sitting of the Executive Council hereinafter mentioned, for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above named Invention. And Notice is hereby also given that a Sitting of the Executive Council, before whom the matter of the said Petition will come for decision, will be held in the Council Chamber at the Government Offices, Victoria, Hongkong, on THURSDAY, the 25th day of May, 1898, at 9.30 a.m.

Dated the 14th day of May, 1898.
MATTHEW J. D. STEPHENS,
18, Bank Buildings, Hongkong,
The Agent and Solicitor for the said
GOTTFRIED RICKHOFF,
and
PETER ERNST THEODOR JUHL.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
ON
SATURDAY, the 21st May, 1898,
Commencing at 2.45 p.m.,
at the Residence of G. WELLES, Esq., Kowloon,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE.
Full particulars can be seen from Catalogue.
On View from FRIDAY, the 20th instant, 1898.
TERMS:—As Customary.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 17th May, 1898. [648]

SITUATION VACANT.

A PORTUGUESE CLERK WANTED,
must be a Shorthand Writer and have a perfect knowledge of the English Language.
Good salary for an able and experienced man.
Apply to
H.B.M.
c/o this Paper.

Hongkong, 17th May, 1898. [645]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship
"WALLEN,"
Captain Bannett, will be despatched for the above Ports on THURSDAY, the 19th instant, at 10 a.m.
For Freight or Passage, apply to
DOUGLAS & CO.,
General Managers.
Hongkong, 17th May, 1898. [646]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KALGAN,"

Captain Bennett, will be despatched as above on WEDNESDAY, the 18th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th May, 1898. [614]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"LOCKSAW,"

Captain Leach, will be despatched as above on TUESDAY, the 24th instant, at 2 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 17th May, 1898. [649]

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to AMSTERDAM, ANTWERP, BREMEN, LONDON, LIVERPOOL AND ROTTERDAM.)

THE Steamship

"BELLONA,"

Captain F. von Blum, will be despatched for the above Ports on or about the 28th instant.

For Freight, apply to
SIEMSEN & CO.,
Agents.

Hongkong, 17th May, 1898. [650]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNERS.

STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignments and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & CO.,
Agents.

Hongkong, 17th May, 1898. [1-4]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, etc., be addressed to the "Manager, The Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to the Editor, and not to the Manager.

Communications intended for publication must be accompanied by the name and address of the writer, and not necessarily by the name and address of the printer.

When the editor of the Hongkong Telegraph will always be glad to receive communications, it is not to be understood that the Editor does not say, very truly, that the Editor is not responsible for the opinions expressed.

Intimations.
DAKIN, CRUCKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUCKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to HOTELS, CLUBS, MEN'S and LADIES' CONSUMERS. *any complaints should be addressed to the Manager.*
Hongkong, 1st March, 1897. [30]

TO SUBSCRIBERS.
SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDING THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO., LIMITED.
SOLE AGENTS IN HONGKONG, CHINA AND MANILA FOR
'NESTOR'
SANITARY FLUID.
DISINFECTANT, GERMICIDE, ANTISEPTIC AND DEODORISER, NON-POISONOUS, NON-CORROSIVE, DOES NOT STAIN.

OPINION OF A LEADING EXPERT.
'NESTOR' FLUID is a powerful Disinfectant and Germicide, and is a Deodoriser of the highest order.
A. B. GRIFFITHS, Ph.D., F.R.S.E.,
Member of the Chemical Societies of Paris and St. Petersburg;
Bacteriological and Agricultural Expert.

5 gallon drum \$10.00
2 do 4.25
1 do 2.25
Flat tin 0.50
'APENTA.'
The best natural Astringent Water bottled at Buda Pest under the direct supervision of the Royal Hungarian Chemical Institute.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.
Hongkong, 16th May, 1898. [7]

The Hongkong Telegraph
HONGKONG, TUESDAY, MAY 17, 1898.

NOTES AND COMMENTS.

Reuter's telegram which we publish to-day is, at first sight, highly sensational, not to say alarming. On second thoughts it looks as if there must be a mistake somewhere; either Mr. CHAMBERLAIN has made a very foolish speech, or he has been foolishly reported. Of course it is extremely difficult to accurately express the meaning of a great speech in a small paragraph. There could be nothing said against Mr. CHAMBERLAIN's desire to draw the Empire closely together, and he may therefore be excused for some somewhat theatrical speeches, such as this appears to have been. It is not desirable usually to speak in public about approaching necessity for an appeal to the patriotism of the people but it may be necessary and it may be beneficial. Mr. CHAMBERLAIN, at any rate, does understand how to appeal to the masses; we might also say "play to the gallery."

In regard to the remarks on an Anglo-American alliance, while we agree—as all readers of the *Telegraph* well know—that it is essential and inevitable that United States and Great Britain must keep together for the sake of mutual interests apart from any other sentiment, yet it should be distinctly remembered that it takes two to make a bargain and as long as the Americans think they can do just as

well without any such alliance it is futile and unbecoming for us to press the offer. Both countries can get on without an alliance; both countries will be greatly benefited by the alliance.

In regard to Russian policy in the East, Mr. CHAMBERLAIN's utterance, as summarised in this telegram, was remarkable, almost to the point of incredulity. We can understand him saying that the situation in China is extremely unsatisfactory, that no more vital question has ever been presented to the Government; so far we have nothing to question. The inference, of course, is that war is possible. This, again, is nothing new and is not to be doubted, but if Mr. CHAMBERLAIN said that Great Britain was unable to declare war with Russia without an ally, his speech is quite incomprehensible. Britain certainly could enforce her demands on China and defy Russia to prevent her. There will be no occasion for Britain to declare war; Britain could demand the maintenance of her commercial interests in China and it would be for others to declare war against Britain if they wished, and Britain certainly could defend herself easily against Russia. This is so certain that we feel sure Mr. CHAMBERLAIN could not have said what he reported but he may have said what they *Telegraph* has always said, that if Russia is determined to resist the open-door policy in China and is able to carry out her usual tactics and enlist the aid of the "catpaw" powers then it would not pay Britain to fight unless with American support. And although we say it will not pay, that is very different thing from saying we could not fight and win. Britain can, it need be the rest of the earth with the United States thrown in. We have done so before and it must we will do it again. The victory was expensive and would be so again.

TELEGRAMS.

REUTER'S MESSAGE.
MR. CHAMBERLAIN ON THE SITUATION.

LONDON, May 15th.
Mr. Chamberlain, speaking at Birmingham, said that the foreign situation was serious and critical, and that the time for an appeal to the patriotism of the people was perhaps not far distant. Great Britain stood alone, and it was therefore the duty of the whole Empire to draw closer together, and next it was the duty of the Empire to draw closer to their American kinsmen. Any war would be cheaply purchased if it ended in an Anglo-Saxon alliance. Counting Mr. Chamberlain said the situation in China was extremely unsatisfactory. Great Britain was unable to declare war with Russia without an ally, and her interests in China were so enormous that no more vital question had ever been presented to the Government, and unless the fate of China was to be decided without England, the latter must not reject alliances.

(China Gazette Telegram.)
THE TRANSEER OF WEI-HAI-WEI.
Kobe, May 11th, 1898.

Eight Japanese Government transports have left Utsunomiya to bring back the Japanese troops to Hiroshima from Wei-hai-wei. The evacuation will be completed by June 3rd, when Wei-hai-wei will be surrendered to the Chinese with all the buildings erected by the Japanese, as they stand since the occupation.
[The Japanese garrison at present numbers about 4,500 troops. The place has to be first handed back to China who will then deliver it over to Great Britain—bar bitches. The removal of such a large number of troops, with their impedimenta, is no trifling task. Sir Claude Macdonald is expected to be present at the ceremony with a large portion of the British fleet.—Ed. C. G.]

LOCAL AND GENERAL.

CRIMINAL SESSIONS AT 10 A.M. TO-MORROW.

The *Hugh McCulloch* returned to Manila this morning.

The concert by Mr. S. H. Morse and local amateurs has been postponed from Wednesday until Thursday evening.

It is stated that Raffles Hotel has been asked by the Melbourne Cricket Club to bring out the next English Eleven to Australia, and he has consented.

The *Olympia*, which arrived here from Tacoma this morning, reports that she passed two capsize junks between Kowloon and Tung Ma at 6.30 p.m. yesterday.

Two men who were arrested by Inspector Moffat for keeping an unlicensed distillery were brought before the Magistrate this afternoon and fined \$300 each.

ALXANDER will very ill in Hospital, Mr. Collaço, of the M. M. Company has his friends will be pleased to learn, not succumbed to the plague and we sincerely hope to see him at his old post in a few days.

The old *Victor Emanuel* was towed away from the main-of-war anchorage this morning and is now anchored off Yau-ma-tei. Many Hongkong residents will miss the sight of the ancient three-decker, which since 1874 has been one of the most picturesque objects to be seen in the harbor.

At the Roman Catholic Cathedral special services are to be held on Thursday, Friday, Saturday, and Sunday next in supplication for the cessation of the plague.

Commodore Devey would appear to have scored heavily in the matter of honours after his "walk over" in Manila Bay. We learn that the vote of thanks passed to him by Congress adds ten years to his age limit of retirement, and will make him the Senior Admiral in the U.S. Navy at the end of the present year.

A CHINESE contractor was today charged with having a cubicle on his premises, 22, Shan-ti-wan Road, within 2 ft. of the floor above and contrary to the Ordinance. Inspector Brett, who prosecuted, said he had cautioned defendant a week before. Capt. Hastings imposed a fine of \$30 and gave defendant twenty-four hours in which to make the cubicle legal.

Mr. HO TUNG, the Hon. Treasurer of the late Dr. U. I. Kai's Widow and Children's Fund, begs to acknowledge with thanks the following donations:—

Amount already acknowledged	\$779.50
Hon. C. P. Char'	50
D. Gillies	10
Hon. E. R. Ballif	10
Hon. Ho Kai	5
Hon. Wei Yuk	5
Wei Lun Shik	5
.....	\$779.50

Two ladies living in Western St. Mrs. Hock Goon and Mrs. Hop Wo, aided their grievances against each other in the Police Court today. It seems that Mrs. Hop Wo lives on the floor above Mrs. Hock Goon. The latter was dressing a sore finger of one of her children. The child cried and Mrs. Hop Wo objected to the noise. Then the language became painfully free and both parties took out summonses against each other. Capt. Hastings adjudicated between the fair disputants, with the result that Mrs. Hock Goon was fined \$15 and the other party was discharged. To the credit of both it lies a policeman said they were sober.

THE total number of steamers that visited Moji for coal last month was 47, with an aggregate tonnage of 73,667. The figures are composed as follows:—

British	18	37,403
Japanese	18	16,348
German	8	17,188
Chinese	2	1,720
Norwegian	1	1,008
Total	47	73,667

The above returns are exclusive of coasting vessels and the vessels of the Nippon Yusen Kaisha that took to coal at Moji for their own use.

THE *Peking & Tientsin Times* of the 30th ult. says—Some forty miners were drowned in the Fanphan Colliery recently by the flooding of the mine. Three men who had just gone to the surface to relight their lamps only escaped. It was rumored that the French Settlement at Tientsin was about to have the application of water and electric light. The Peking Improvement Scheme has been suitably and unanimously approved by the Diplomatic Body, and—where it steps.—An eloquent address of farewell was made to Col. and Mrs. Dunsby by the American missionaries at Peking on the 31st ult.—Chinese merchants in Japan are trying to get the Chinese Government to establish a Red Cross Society.—The following note is translated from the *Kuo Wen Pao*—It is officially stated that an Imperial decree was sent, on the 25th inst., to H.E. Chang Chih-ting to visit Peking immediately in order to have an audience with the Emperor, and it is believed that the object is to induce H.E. to enter the Tientsin Yamen.

THE statement is made says the *L. & C. Express* that a private concession of presumably very great value has been made by the Chinese Government to British capitalists. The concession is a question is stated to be for an extensive area—as large as 10,000 square miles, it is said—in the province of Shansi, to a British syndicate. No particulars are forthcoming, but perhaps the party of mining experts which left Waterloo on the 30th of March by the Southampton express enroute for China, via New York, and Vancouver, under the leadership of Mr. W. Pritchard-Morgan, M.P., has something to do with it. This party is the outcome of negotiations entered into with Li Hung-chang. Mr. Morgan accompanied the Chinese Plenipotentiary across to New York when leaving England, and obtained commissions to induce English capitalists to interest themselves in developing the mineral resources of China. Shortly afterwards Mr. Morgan went out to China, and the result of his visit was said to be that he obtained some valuable concessions, though particulars were never vouchsafed.

THE case against a Chinese cook charged with administering a drug to a woman, was resumed at the Police Court today. Mr. Da Castro appeared for the defendant. In her evidence the complainant denied that she told defendant she wanted to leave the brothel. He offered her a paper and she refused to take it. Then he rubbed his finger on the paper and put some powder in her mouth. The powder had a sweetish taste. She swallowed it and soon after went to sleep. She became giddy and knew nothing more. He left her at 10 on the night in question and returned at 11. She was then in her senses, but felt queer in her throat and could not talk. Defendant said he had brought a chair to take her to the Hospital to be cured but she refused to go. Dr. B.H. of the Government Civil Hospital, stated that on the 11th inst. complainant was brought to the hospital by P.S. Smith. She had no symptoms of any kind but he kept her under observation for 24 hours. She was then discharged. If she had been drugged with datura she would have shown signs of it. Her pupils were quite normal. No narcotics that he knew of could have been administered without leaving some trace in her system. The powder found on defendant was unlike of any which was not a poison. The defendant was discharged.

A MEETING of Kowloon residents was held 788, yesterday afternoon to decide what steps be taken to form a bathing club. The following were appointed as a provisional committee to draw up plans and gather details for the next meeting:—H. J. Holmes, G. J. S. Sayer, E. K. Chandler, and H. W. Kennett, Hon. Secretary pro tem.

SPREADING of the efforts to save the P. and O. steamship *Chien* the *Times of Ceylon* says—Salvage operations were quickly started, Tugs and divers' lights, pumps and all necessary appliances for saving the ship and cargo were soon sent up by the Agent of the P. and O. Company, but very little success attended their efforts. It was found most difficult to keep the water down, the vessel's fore bulkheads having been stove in. She is lying in a very dangerous position, just below the signal station light. All she is afloat is five fathoms of water, while forward her draught shows sixteen feet. The tugs cannot get at her forward, as only lighters can be got round her bows. This retards all progress, and adds to the possibility of her becoming a total wreck. Little of the cargo has been salvaged up till now, but hopes are entertained that with the advent of better weather, a good deal may yet be done in this respect. Much anxiety is felt concerning the ultimate fate of the vessel. "As the mail closes," writes an Aden correspondent, "I hear that the weather has abated considerably within the last day or two, and every effort is being put forth to get the *Chien* off. If this much to be desired end is attained, the task will be a long and tedious one on account of the position in which the ship is at present lying. A quantity of cargo has been brought back to Aden, including 1,500 tons of Australian wool, and is now awaiting shipment."

THE *N. Y. Maritime Register* says that a formal protest was made on Feb. 15th before the British Consul at St. Michael, Azores, by Wm. S. Duncan, Master, E. B. Davidson, 1st Engineer, and George Hall, 3rd Officer, of the British steamer *Cromarty*, which was wrecked on Jan. 23rd, 1898, near the entrance to St. Michael. The protest recites that, "on the twenty-third of January last past, in the morning, appeared off the Port of Ponta Delgada, in the Island of St. Michael, Azores, where they intended taking coal; that about half past eleven a.m., a schooner came on and Captain Duncan had the vessel put about, in order to warn pilot, at the signals at the Pilot Station were not visible; that about 10.30 a.m. the vessel was steered for the harbor, no pilot being discerned; that it was blowing strong from the South-East; that seeing two buoys close to one another, Captain Duncan took them for the buoys situated to the *Pinlay's Lighthouse of the World* under the heading: Ponta Delgada, where it is stated that vessels must not pass to the Westward of these buoys; that accordingly he passed to the other side of the two buoys, but whilst passing the ship struck on some rocks off St. Peter's Point; that a pilot then came on and waved his flag, and shouted to those on board to go full speed astern; that this steamer, however, did not move, being stuck fast on the rocks." The steamer *Cromarty* was wrecked while on a voyage from Japan and China ports for New York.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before their Lordships the Chief Justice Sir J. W. Carrington, Kt., C.M.G., and the Puisne Judges, Mr. A. G. Wills.)
May 17th.

MAMMA SINGH V. YUONG SAM.

This was a motion for leave to appeal against a judgment given by the Police Judge in a suit brought by Mamma Singh against Yung Sam claiming \$500 on a promissory note judgment having been given for the plaintiff.

Mr. J. J. Francis, Q.C. (instructed by Mr. C. E. Evans) appeared for the appellant, and Mr. H. E. Pollock (instructed by Messrs. Wilkieson and Gies) appeared for the respondent.

The Court gave judgment in this case today. The Chief Justice said that the authority of the case in 1895 was asked to be impeached and the Court was asked to overrule it. He went into the circumstances of that case and said that the Court, which consisted of Acting Chief Justice Goodman and Mr. Justice Wills, took time and gave a considered judgment, with the result that the judges upheld the ruling of the Court below in the judgment referred to entirely did away with the plea of estoppel on both sides. The Court was now asked to overrule it; on the ground that they proceeded on erroneous principles. There could be no doubt that the Court had had power to act in that way but Courts of Justice in the Home Country, and in the Colonies also, were very careful to preserve the certainty and continuity of proceedings. He could not do better than adopt the words of Baron Pollock: "In our system of judicature we are bound by precedent and the authority of previous cases, unless they are plainly and manifestly founded on erroneous principles." He thought that this was a reasonable and fair view of putting that in precise in this case. Could the Court say that this decision (of 1895) was plainly and manifestly founded on erroneous principles? Section 11 of the Ordinance of 1893 was referred to, and they all knew that questions on the construction of statutes were undoubtedly sometimes of great difficulty and the highest judicial facilities differed upon the construction to be applied on such cases. He was not concerned to say that the decision of the Court in the former case was right, he was not concerned to say that it was wrong, but he was called upon to say whether it was plainly and manifestly founded on erroneous principles. Therefore, he was not called upon by a consideration given by the learned judges in that case, nor to consider the construction of the Ordinance, but he was called upon to say whether the decision of the judges was right or wrong, and he was called upon to say whether it was plainly and manifestly founded on erroneous principles. He was not called upon to say whether the decision of the judges was right or wrong, and he was called upon to say whether it was plainly and manifestly founded on erroneous principles. He was not called upon to say whether the decision of the judges was right or wrong, and he was called upon to say whether it was plainly and manifestly founded on erroneous principles.

THE PLAGUE.

THE 17th EPIDEMIC.

On the corresponding date of 1894 the reported deaths numbered 107, while 44 cases were under treatment.

We regret to record that Private Ben, Barrow, of the King's Own, succumbed to an attack of plague at 4 p.m. yesterday. Deceased, who had been in hospital some days past, was only 24 years of age. He had been full military honours this afternoon.

The military authorities are taking the utmost precautions to keep the pest from the troops. At Wellington Barracks a number of most comfortable tents have been erected for "suspects" and the old main guard room is occupied by A. M. S. C. men. The tents are very cool and comfortable and Q. M. S. Sherwood, A. M. S. C. has managed matters in a fashion that does him and his subordinates all credit.

The plague shows no signs of abating amongst the Chinese. A dead body was picked up on the foresters at Sham-shin yesterday, another was found in the same place on the previous day and another corpse was found at Quarry Bay last Thursday.

During the 24 hours up to noon, 17th May, 17 new cases and 20 deaths from plague were reported, making the total since 1st January (47 days) 8,064 cases and 924 deaths.

CRISIS AT FOOCHEW.

THE ARSENAL THREATENED BY FRENCH WARSHIPS.

BRITISH GUNBOAT TO THE RESCUE.

JAPANESE EVINCE INTEREST IN THE DIFFICULTY.

News has reached here from Foochow to the effect that a serious difficulty has arisen between the French and Chinese Government in connection with the salaries due to the authority of the French "experts" who, in accordance with the provision of a special agreement entered into between the two powers named, a few months ago arrived out from France and promptly took over charge of the Foochow Arsenal, situated at Pagoda Anchorage. It appears that the authority of the French engineers was not clearly defined in the Gerard Agreement and that the Frenchmen have endeavored to carry things with a very high hand. This the Chinese Director-General of the Arsenal resented, placed obstacles in the way of the Frenchmen, and as a broad hint to them to use for a cancellation of their agreements accompanied with suitable compensation for loss of employment made all sorts of excuses for not paying their salaries at due date. The "Alert" was promptly reported to the French Minister in Peking who as a preliminary step to a prompt settlement caused two French warships to proceed to Foochow and take up a position at Pagoda Anchorage whence the Arsenal would be at the mercy of the French gun, the names of the French warships are stated to be the *Didauris*, and the *Yan Eart*. The British ship-of-war *Daphne* was at Pagoda Anchorage at the time and when the Commander observed the tactics of the Frenchmen he hereupon anchored and took up a position exactly between the big Frenchmen and the Arsenal—a broad hint to the bellicose Gauls that they were not going to have it all their own way.

As soon as the French warships appeared on the scene the Chinese hastily prepared to leave for Foochow city, but just before the French "experts" that the departure of His Excellency would probably be followed by the seizure of the Arsenal and the taking of the latter to his intention and at date of latest advice he was still at his post, awaiting instructions from the Viceroy of Fokien as to the policy to be pursued, the latter being at the time in telegraphic communication with the Central Government in Peking and urging the latter to resist the French demands on the ground that to allow the French "experts" to do just as they pleased amounted to making over the Arsenal to them, gratis and for nothing.

It appears that it is not only the Chinese and French Governments that are interested in this matter. The Japanese, some months ago, obtained from China an assurance that no part of Fokien shall be conceded to any foreign Power. This fact shows that the Japanese had well founded French designs in Fokien and were well on the alert. It was of course patent to the world that the desire of the French to reorganize the Foochow Arsenal (which they partially destroyed together with the Chinese Southern Squadron a few years ago) was not entirely the outcome of a philanthropic desire to convert China into a great naval power, and it was equally clear that failing a concession on the mainland of China on all fours with the Port Arthur and Kiaochow concession to Russia and Germany respectively, the best move would be, it is to be said, to get into occupation of the Foochow Arsenal, to establish French interests and a "sphere of influence" there and then pick a quarrel at an opportune moment. The first counter-move to this side little game was the Japanese request for the surrender by the Chinese Government above mentioned, and the next move was the matting of a British warship at Pagoda Anchorage as soon as the inevitable difficulties reached a more or less acute stage. A third move has been the despatch from Fokien of Mr. Seymour, the Chief of the Foreign section of the Administration Bureau of Fokien, to Foochow. He left Fokien on the 11th instant and proceeded via Amoy probably that he will come to Hongkong after he has completed his mission in the latter city.

The Japanese Press is just now devoting a good deal of its attention to the Fokien question and it is stated in a recent issue of the *Yokohama Times* that Yonemura, an organ which seldom shows itself pleased with the Government's policy, has expressed its entire approval of the Government's policy to obtain a pledge from China that she will not concede Fokien to any foreign Power. The Japanese paper regards the Fokien agreement as of great importance as tending to secure the safety of Japan as a colony, Formosa. It assures its readers that the Government has not been moved to its action in the premises in deference to popular clamor, for it is reliably informed that the instructions to open the negotiations which ended so successfully were to the hands of the Japanese Minister in Peking as early as the middle of February last. The Journal hopes the Government is prepared and determined to resist any attempt by other Powers to ignore China's pledges and Japan's rights, and winds up by saying that Anglo-Japanese alliance as the best means of averting an appeal to the arbitrament of arms.

The *Taipei Dohitoku*, an association which takes special cognizance of Far Eastern affairs, disapproves of the Fokien Agreement. It maintains that life natural that a country should declare that it will not cede any part of its dominion to another Power, and the action of Japan in demanding such an assurance tends to approve the "sphere of influence" of Russia, Germany and France. The association says it cedes territory in South China will not serve to restore the balance of power in North China, which has been disturbed. They further assert that, when China declares that she will not cede the territory in question to a foreign Power, it is impossible for Japan to occupy any part in case of need in future. The association tends to imply the right of Japan in that respect.

THE PLAGUE.

THE 17th EPIDEMIC.

On the corresponding date of 1894 the reported deaths numbered 107, while 44 cases were under treatment.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU.....	SEATTLE, WASH., VIA KOBE and YOKOHAMA	THURSDAY, 19th May, at 4 P.M.
KANAGAWA MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE (Transferring Cargo for Java Ports), PENANG, COLOMBO and PORT SAID	MONDAY, 23rd May, at 4 P.M.
OMI MARU.....	THURSDAY ISLAND, MOURIL, VAN, DUNGENESS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 14th May, 1898.

Shipping.

STEAMERS.

THE LANCASTER SHIPOWNERS CO., LIMITED.

FOR YOKOHAMA, KOBE AND NAGASAKI.

"NEGRO-ONT CASTLE" will be despatched for the above Ports on or about the 18th instant. For Freight, apply to HARLING, BU-CHMANN & MENZEL, Agents.

Hongkong, 12th May, 1898. [63]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

THE Company's Steamship

"HANGCHOW," Captain Pearce, will be despatched as above on THURSDAY, the 19th instant, at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th May, 1898. [64]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU," Captain Jones, will be despatched as above on FRIDAY, the 20th instant, at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. M.D.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th May, 1898. [65]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG," Captain Finlayson, will be despatched as above on FRIDAY, the 20th instant, at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th May, 1898. [66]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARQUIS BACQUEHEM," Captain G. Cold, will be despatched as above on FRIDAY, the 20th instant, at 3 P.M. For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 13th May, 1898. [67]

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND COPENHAGEN.

THE Company's Steamship

"SIAM," Captain C. Cold, will be despatched as above on FRIDAY, the 20th instant. For Freight or Passage, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 14th May, 1898. [68]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"SARFEDON," Captain Giler, will be despatched as above on WEDNESDAY, the 19th instant. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th May, 1898. [69]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN MARGARET," will be despatched as above on or about the 25th May, 1898. To be followed by S.S. "ST. NINIAN," on or about 15th June, 1898. S.S. "CRATFARN," on or about 30th June, 1898. For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th April, 1898. [70]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ENERGIA" will be despatched as above on or about the 25th instant. S.S. "AFRIDI" about 20th June, 1898. S.S. "FATHAN" about 15th July, 1898. S.S. "MACHUFF" about 15th July, 1898. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 4th May, 1898. [71]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Barque

"WEST YORK," W. L. Forster, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 7th March, 1898. [72]

FOR SAN FRANCISCO.

THE too A.I. British Ship

"IMBERHORNE," Lever, Master, shortly expected here, will load for the above port and will have quick despatch. For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 19th March, 1898. [73]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia 1,368 T. H. Dobson ... May 21.
Arcton 1,514 J. Panton, R.N.R. ... June 14.
Tacoma 1,549 A. Dixon ... July 2.
Victoria 1,367 J. Truebridge ... July 19.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Drasmar 1,361 E. Porter ... June 4.
Mogul 1,364 W. H. Wright ... June 18.
Columbia 2,005 A. G. ... July 9.
Drasmar 1,361 E. Porter ... Aug. 13.

THE attention of Passengers is directed to the very cheap rates offered by this Line. Excellent accommodation. First-class Table, Doctor and Stewardess on board. HONGKONG TO NEW YORK 141.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 148. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports. Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Passes must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing. For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 12th May, 1898. [74]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

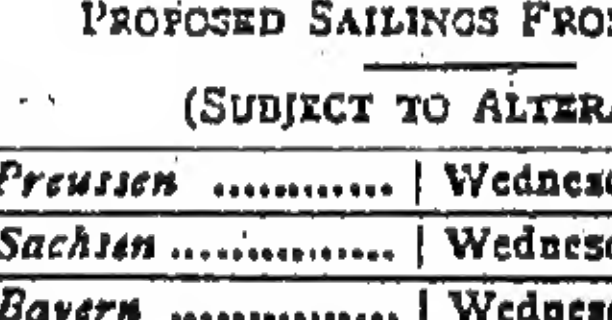
Prussia ... Wednesday 25th May.
Sachsen ... Wednesday 22nd June.
Bayern ... Wednesday 20th July.
Prins Heinrich ... Wednesday 17th Aug.
Darmstadt ... Wednesday 14th Sept.
Prussia ... Wednesday 12th Oct.
Sachsen ... Wednesday 9th Nov.
Bayern ... Wednesday 7th Dec.

ON WEDNESDAY, the 25th day of May, 1898, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Helms, with PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 24th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 24th May. Consular Invoices are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 27th April, 1898. [75]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for DAVAN, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

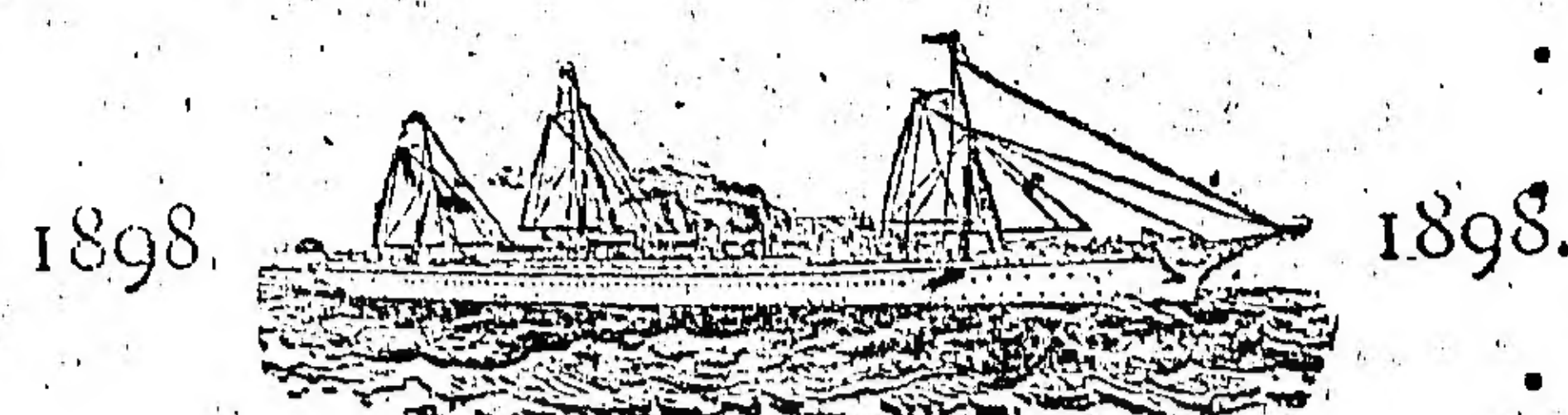
"BENGAL," Captain L. M. Wilmer, R.N.R., carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 23rd instant at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars, apply to H. RITCHIE, Superintendent.

Hongkong, 16th May, 1898. [76]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 18th May, 1898.
EMPEROR OF CHINA...Comdr. H. Pybas, R.N.R....WEDNESDAY, 8th June, 1898.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 29th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 28th April, 1898.

D. E. BROWN, General Agent,

Pedder's Street.

[3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 28th May, at Daylight.
Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 10th June, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 5th July, at Noon.

THE Company's Steamship

"CORTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 28th May, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China, and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to freight fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th May, 1898. [77]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAHTIENS' GENUINE

COMPOSITION RED HAND BRAND,

HARTMAN'S GREY PAINT,

DALLMANS PATENT MOTOR LAUNCHES,

F. & O. SPECIAL LIQUOR/SCOTCH WHISKY, &c.

BURY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1898. [78]

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Pera (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 19th May, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 7th June, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 16th July, at Noon.

THE U. S. Mail Steamship

"PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 19th May, at Noon, taking Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 7th May, 1898. [79]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH and CLOCK,

MAKERS, JEWELLERS, SILVER,

SMITHS, and OPTICIANS.

CLOCKS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches, awarded the highest Prize at every Exhibition, and for Vacheron and Son's CELEBRATED OFFER GLASSES.

MARINE GLASSES and SPYGLASSES.

Nos. 44 & 56, Queen's Road Central. [80]

Printed and Published by ETHELBERT

FORBES SKERTCHLY, at No. 6, Pedder's

Hill, in the City of Victoria, Hongkong.

Dr. KNORR'S ANTIPYRINE

patented "LION BRAND." In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c. FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.) SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties. It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, secures, pleurisy, erysipelas, blotches, and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [81]



Kananga Water the most delightful

Tonic Water. It renders the skin firm, relieves

mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Separation in Perfumery.